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BUREAU PLANS ACTIVE CAMPAIGN DEC. 5 TO 12

MANSFIELD TO ADDRESS FARMERS IN 10 COUNTIES

Saving on Machinery Purchases Promised. Strong Programs To Be Given

(Reported From Executive Committee By C. C. Calkins)

The possibilities for real accomplishment through a well organized farm bureau are unlimited. Farmers in most of the counties in every state of the Union today belong to live, functioning farm bureau organizations which are getting results. Oregon has a state farm bureau rapidly coming to the front. Officers of the Morrow county farm bureau see many possibilities for the farmers of this county through a strong organization and are going out to put on a 100 per cent Farm Bureau membership campaign, beginning Monday December 5th.

This program for the coming year contemplates not only an extension program but will touch every phase of agriculture in Morrow county, not only through the work of the County Agent, but also embracing certain other features which will repay the farmers all that the membership has cost them. The Executive Committee have already made preliminary arrangements whereby every farm bureau member will be able to save 17 1-2 per cent on the price of his farm machinery. This agreement has been reached with the Moline Plow and Implement company who are cooperating with the Farm Bureau all over the United States by cutting out all traveling salesmen, letting the farmers perform that function through this organization and reap savings to be derived thereby. The Moline Plow and Implement company will save \$50,000 this year from their Portland branch alone by taking their salesmen off the road. The state farm bureau announce that preliminary arrangements are already being made for other savings which will go to the Bureau members. All purchases will be handled through some local business house which is satisfactory to the company and the local bureau.

The farm bureau is a medium through which not only the Extension program can be carried on, reaching every community effectively but it also sets farmers to work in their own behalf in their immediate community. Through the farm bureaus of the country it will be possible to tell on short notice just how the farmers feel on any particular problem which is up before congress or the state legislature. The American farm bureau federation made very effective use of the referendum at different times during the year.

Any farmer joining the county farm bureau, automatically belongs to the state and American farm bureau federations and has a part in the big program being put across in this county by those organizations. The membership fee has been set at \$5.00 in Morrow county though in many counties of the state the fee has been set at \$8 or \$10, but it was figured by the executive committee that this should be kept down to a minimum in order that it might be within reach of every farmer. Of the \$5.00 membership fee, 50 cents goes to the American Farm Bureau Federation, and \$1.50 goes to the Oregon State Farm Bureau for membership in those two organizations. Beginning with December 5th the Oregon State Farm Bureau will publish a State farm bureau paper which will take the place of the county farm bureau papers and will be known as the Oregon Federated Farmer to go to every farm bureau member throughout the year. One dollar of the \$5.00 membership fee goes to support the state paper. The other \$2.00 pays your membership in the county farm bureau.

It is seldom that a farmer has an opportunity to invest \$5.00 which will be so far reaching in its effect as that spent for membership in the County, state and national farm bureau federations.

G. A. Mansfield, president of the state farm bureau will meet the farmers in the different communities that week. Because the time is limited it will be necessary to hold afternoon and evening meetings as well. Sche-

HERDER LOST IN STORM: BADLY FROZEN

Monday it was reported that one of Carty's sheep herders with a band of 1800 sheep had left Carty's Saturday and had not been heard of since. A posse was organized and scoured the country. He was found Tuesday morning about nine miles south of Boardman, worn out but alive, almost famished and one foot badly frozen—may have to be amputated, but had his sheep with him, losing only one out of the band. He was down in a slight gully and kept from freezing by walking around in a space about six foot across.—Boardman Mirror.

SPRING WHEAT SEED SCARCE

Because of a dry fall it is likely that considerable re-seeding of fall grain will need to be done next spring. Since there has been such a great predominance of winter wheat during the past two years, many farmers have lost their seed of spring varieties. Those having spring wheat suitable for seeding purposes should probably hold it over until after the seeding season next spring in order to avert a serious shortage. When re-seeding in the spring it is always desirable to use a red spring wheat where the fall variety is red, a white spring wheat where the fall variety is white, and a spring white club when re-seeding a field of winter wheat.—O. A. C. Experiment S.

HYSLOP TO EXPLAIN HOW TO GRADE GRAIN

How the state and federal grain supervision affects the farmer, grain dealer, elevator and warehouse men, and miller will be brought out by George R. Hyslop in his grain grading course, January 9 to 21, at O. A. C. The course is designed to meet the needs of the farmer, grain dealer, elevator and warehouse men, and candidates for inspection work.

"Bring samples with you and I will tell you why standard varieties should be grown in every locality," says Professor Hyslop. "Each student that brings samples is expected to use these samples in his class room work. All students will have an opportunity to take samples, run moisture tests and operate the various types of grading machinery and make reports as though he were a grain grader."

How to avoid smutt losses and dockage, how to determine frosted grain and other damaged grain and their value, and the advantage of selling grain free from dockage will be given special attention. The causes of hard and soft wheat and their value for milling purposes, how to make a gluten test, the relation of test weight to milling quality, the advantage and disadvantages of handling grain in bulk and the causes and effects of the moisture changes which take place in grain from the time it begins maturity until it passes through storage, are some of the questions to be considered throughout the course.

dules of the meetings as arranged will be as follows:

- Boardman, Dec. 5, 7:30 p. m. Irri-
- gon, Dec. 6, 7:30 p. m. Ione, Dec. 7,
- 2:00 p. m. Cecil, Dec. 7, 7:30 p. m.
- Lexington, Dec. 8, 2:00 p. m. Alpine,
- Dec. 8, 7:30 p. m. Hardman, Dec. 9,
- 2:00 p. m. Eightmile, Dec. 9, 7:30 p.
- m. Heppner, Dec. 10, 2: p. m. Pine
- City, Dec. 10, 7:30 p. m.

It is planned that every farmer will have an opportunity to join the farm bureau. The goal set is: "Every Morrow County Farmer a Farm Bureau Member."

Every community will be working on a program to be determined at the time of the meeting in their particular community, and it is expected that next year there will be many active community farm bureaus such as those found at Irri-gon, Boardman and Alpine at the present time.

In order to save the trouble of putting on a campaign each year, a continuing Bureau membership of three years duration has been passed upon by the executive committee. The dues will be paid yearly just the same.

Membership will be solicited committees of farmers in each community outside of the date set for the meeting. Every farmer should make it a point to be present at the meeting which is most convenient.

On Trial



A MODERN PIED PIPER AT BOARDMAN TOWN

Eastern cities are speeding up their "overheads" thru the strains of music. Stenographers click their keys to the one step. Pittsburg stogies are rolled to the tune of the Oceanic Roll. The East may pep the sun before the West, but that will be all you have read of the cowboy in the midnight watch lullabying the restless herd to quietude. It has been left for a sheep shepherd to drum the flock to the range and back again. Mr. A. Levy, employed by M. Marshall as herder, is an ardent, "to be" trap drummer. Drum practice tends to vibrate the evening lamp light, and Mr. Levy hit on the plan of range practice. Sheep, like people, must go thru the crux of the melting pot. Different airs affected the sheep in different ways. For instance, when Mr. Levy struck up "The Campbells are Coming," the Scotch Shropshires were all attention. When he played "The Wearing of the Green," the Southdowns were all alert, but when he played the Ulster Anthem, it took seven herders and 12 dogs to separate the mass. When Yankee Doodle was struck up, passable deportment of the band was observed, but the black sheep Trotsky and Lenine were heard humming the Marseillaise. To you and I, music as well as food is a part of life. Why not sheep? If music will make finer fleeces, broader shanks of cutlets, possible bankable assets, why not sheep music? A record will be kept for the year and report made public.—Boardman Mirror.

ROTARY INVENTED BY ECHO IRISHMAN

"The rotary plow which has to be rolled on to clear the track of snow," said Frank Seufert, of The Dalles, "was invented by an Irishman who was a section foreman for the O. W. R. & N. at Echo, Oregon. I don't remember the fellow's name, but he got the idea of the rotary plow from a windmill and worked out a scheme whereby the rotary plow would suck in the snow and shoot it to one side, thus clearing the track. He was euehered out of his patent by a manufacturer in the East—some slicker Irishman was offered \$15,000 for the idea, he refused and that was all he ever had a chance to get for his patent. The rotary plow is now used wherever there are snow drifts, and it has been a godsend to the railroads which operate in the snow country. Few people, however, know that the rotary plow had its inception in Oregon."—Oregonian.

B. F. Hamlin and Virgil Fisher, of Monument, signed the big book at the Patrick Sunday.

MORE FAT CATTLE TO PORTLAND MARKET

Eight cars of fine cattle went out from the local yards Monday morning for the Portland market, being the first stock shipment from this point since the storm. The owners and number of cars shipped by each were: Wingate, 1; Hallenbroke, 1; Williams, 1; all of Monument. Dil-lard French, Gurdane, 2; Beck, of Portland, 3. Beck's stock was bought in Bear valley and driven in. The cattle market was reported lively on Saturday with a four-bit raise.

WHERE DO YOUR TAXES GO?

By a special arrangement with the Western Newspaper Union, the Herald today publishes the first of a series of articles under the title, "Where Your Taxes Go." The articles are from the pen of Edward G. Lowry, who is recognized as one of the foremost authorities in the country on government, financial and business methods. Mr. Lowry is the author of several books, including "Banks and Financial Systems," "Washington Close-Ups," etc., and has been a special writer for the Sat-



Edward G. Lowry.

urday Evening Post on these and kindred subjects for several years. His articles are not dry, technical expositions on financial and governmental affairs but are written in an interesting and lucid style that will appeal to and be readily understood by the ordinary citizen.

The Herald always endeavors to give its readers interesting information on matters connected with the ordinary everyday business of the average citizen of Morrow county and in securing Mr. Lowry's articles at this time, feels that it is rendering a real service to its growing family of readers.

Read today's article and drop the Herald a line telling how you like it.

HORSE KICKED; LEG BROKEN

Next time Cleve Van Schoelack drives a loose horse on the range he will try to keep at a more respectful distance than he did with a two-year-old he was driving last Wednesday up on Balm Fork. Mr. Van Schoelack's saddle horse got a bit too close to the colt and the latter let go and caught Cleve on the right leg between the knee and the ankle, breaking one bone.

The injured man was brought to town by Henry Krebs and is being cared for at the home of C. A. Minor. Max Smith is taking a layoff from handling stock for a week or so and is taking care of Mr. Van Schoelack, who will soon be able to get around again.

Manager Sigbee, at the Star, was a muchly disappointed man Sunday evening when the delayed train failed to bring him for "Dangerous Curve Ahead." The show that was put on, however, was full of life and action and the audience was pleased. Reserved seat holders were advised to hold their seat checks for the "Dangerous Curve," until the picture arrives when it will be shown at regular prices and the seat checks recognized, which shows that the manager is nothing if not square with his patrons.

LIKE HOOD RIVER, RETAIN FOND HEPPNER MEMORIES

Writing from Hood River, where he and his wife recently went to reside, W. H. Cronk, formerly district manager for the Tum-A-Lum Co. in this county says: "This is a nice place and we like it fine but there are still some ties that are not broken in dear, old Heppner and the surrounding territory. We had many warm friends there and did enjoy them and hope to have the pleasure of enjoying their friendship more at some time in the future. "I wish you could be here and go over this valley with me just to see the abundance of apples that are here. It looks as though they can never be used up in one season but I guess they will find a way to get rid of them the same as you do the abundance of wheat up there."

ELKS' MEMORIAL SERVICE SUNDAY, DECEMBER 4

The annual memorial service of the Benevolent and Protective Order of Elks, will be held in the lodge room in the Elk's building Sunday, December 4th.

An excellent program appropriate to the solemn occasion is being prepared and an invitation is extended to the general public to attend this service which will be held at 2:00 P. M. on the date named.

WOOL ASSOCIATION MEMBERSHIP GROWING

The membership of the Oregon Wool and Mohair Growers Cooperative Association passed the eighteen hundred member mark during the week of November 13 to 21. At a meeting of the board of directors held during the stock show it was decided to expand the association into neighboring states and to change the name to Pacific Cooperative Wool Growers. The membership now includes growers from Washington and California who have joined voluntarily, as no organization campaign has been put on in those states.

The Association has had a very successful season, moving several hundred thousand pounds of wool at good prices, and operating at a very low overhead expense. Members are all well pleased with results as prices are better than they could have received by marketing in an ungraded condition at country points.

The Association handled about 2,000,000 pounds of product this season, but this is only a small part of the 50,000,000 pounds of wool which was marketed cooperatively in the United States this year. One association has over 11,000 members, while the Canadian association, a five-year old organization, numbers over 12,000 wool growers. In no instance would these growers return to the old haphazard system of selling wool to peddlers and country buyers in an ungraded condition. The various associations' methods of grading wools, properly preparing for market and direct mill selling, mean more profits for the wool grower than under the old methods.

Wool is one product which sells best in large concentrated quantities, especially when graded. This is one reason why the state and regional associations have proven so successful during the last three years. Cooperative marketing of wool is an economic practice which gains many benefits for the wool growers, and also assists mills to secure their supplies in the best possible condition. It is orderly marketing of the highest type and orderly marketing has been one of the very real needs of American agriculture.

Hardman News Notes

(To life for last issue)
Mrs. J. N. Natty is staying in town during the winter months.
A son weighing 7 pounds, was born last week to Mr. and Mrs. Clair Ashbaugh.
Mrs. Sydney Osborne entertained a crowd of young folks at her home Saturday evening. All reported a fine time.
Mrs. Helen Taek has returned from a trip to Walla Walla, Washington.
Mrs. W. T. Fitzherbert entertained Mrs. Myrtle Lay at dinner Saturday evening.
The Ladies Aid will meet on Tuesday at two o'clock at Mrs. Robinson's.

GOVERNOR CALLS EXTRA SESSION DECEMBER 19

FAIR TAX, REGULATION MOTOR TRUCKS PROBLEM

Opposition to General Levy For Fair Develops. Income Tax May Be Solution

Governor Olcott has called a special meeting of the Oregon legislature to meet December 19 to consider the submission of the proposed 1925 fair tax measure to the people and also to consider a measure to regulate the operation of motor trucks on state highways.

While not many legislators have as yet declared themselves in opposition to the fair there is a growing aversion towards asking the people to enforce any measure that will increase the general tax on real estate and personal property and the idea of a state income tax is gaining favor rapidly, according to recent reports coming from different parts of the state.

Representative C. E. Woodson, when seen by a Herald reporter Monday stated that he believes the time set by the governor is rather ill advised coming as it does less than a week before Christmas. Mr. Woodson believes the consideration of an income tax is inevitable at this time, the proposed fair tax in a way forcing the income tax issue to the front, and he believes a measure of such importance should receive very careful consideration. The motor truck matter is also one of great importance and likely to bring on a lively fight.

Mr. Woodson did not commit himself on the income tax measure but he says he is making a careful study of the matter in order to act intelligently when the matter comes up at Salem.

UNIFIED CONTROL REPLACES UNIT SYSTEM

The announcement has just been made by the traffic authorities of the Union Pacific System of a complete reorganization of that department. The news was somewhat startling at first glance, especially to those whose business relations with that big concern have been more or less friendly and intimate for a long time. But, as explained by A. S. Edmonds, assistant traffic manager, who has just returned from a big conference meeting in the east, the move is not in any sense revolutionary. Indeed, it rather contemplates unified in place of unit control, and is really in line with what nearly all the big railroad systems have found after years of experience to be most satisfactory.

Until this announcement was made the Union Pacific System operated under the unit plan. That is, the Union Pacific Railroad Company, Oregon Short Line and Oregon-Washington Railroad & Navigation Co., while comprising the system were still during business under their individual titles. In a technical sense this rather limited the activities of its various officers, and to overcome that situation and place all parts of the system in position to deal with the traffic world as a system rather than as three units this reorganization was decided upon.

Under the new arrangements Mr. Edmonds became assistant traffic manager of the Union Pacific System headquarters at Portland, instead of traffic manager of the O.W. R. & N. Win. McMurray, general passenger agent and H. E. Lounsbury, general freight agent of the O.W., are now general passenger agent and general freight agent respectively, of the Union Pacific System and are in a position to handle system matters as freely as they did O-W. matters.

While Mr. Edmonds was in the East in conference with the traffic authorities at headquarters effecting this reorganization, he also attended the agricultural inquiry conducted in Congress and several meetings of the Trans-continental Rate Bureau as well. He feels that the new regime was the only logical procedure. The Union Pacific System will now hold the same relation to the traffic world, as that of the New York Central Big Four, Pennsylvania and other big lines composed of a long list of units,